

Approved For Release 1999/09/16 : CIA-RDP71B00263R000100080054-2

DATE

~~SECRET~~

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM :

ACTION:

INFO :

IN 98413

OSA 15 D

TO

INFO 25X1A2g

CITE

~~SECRET~~ #10757Z CITE 6878 25X1A2g

25X1A2g PRIORITY [REDACTED] INFO PRIORITY [REDACTED]

25X1A2g [REDACTED] IDEALIST [REDACTED] 25X1A2g

25X1A6a [REDACTED] PLS PASS [REDACTED] 25X1A2g

REF A: [REDACTED] 5738

B: [REDACTED] 8419 25X1A2g 25X1A2g

1. PRIOR TO THE MISSION, [REDACTED] WAS BENCH CHECKED SATISFACTORY. SPEED NORMAL, ALL CIRCUITS FUNCTIONING.

2. INSTALLED IN ARTICLE 383, THE SPEED AS DETERMINED BY POST FLIGHT EXAMINATION OF THE TAPE, WAS RUNNING AT ABOUT 1.34 IPS INSTEAD OF THE SPECIFIED 1.875, AND DUE TO LOW FREQUENCY FROM THE "400" CYCLE INVERTER. TORQUE ON BOTH MOTORS NORMAL. 25X1A2g

3. EXAMINATION OF THE ORIGINAL TAPE AT [REDACTED] INDICATES THAT OPERATION OF THE RECORDER DURING THE MISSION WAS NORMAL UP TO 02 HOURS 00 MINUTES 32 SECONDS, AT WHICH POINT A CHANGE IN RECORDED SIGNAL LEVEL WAS NOTED. IT IS BELIEVED THAT THE HEATERS WERE TURNED ON AT THIS POINT, DROPPING THE DC LEVEL TO THE RECORDER BY VIRTUE OF THE IR DROP IN THE RELATIVELY

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A2g

IN 98413

6878

~~SECRET~~

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SMALL SUPPLY WIRE.

4. AT 020400 HOURS INDICATED, SIGNAL DISAPPEARED, ALTHOUGH THE RECORDER CONTINUED TO MOVE TAPE VERY SLOWLY. TIME AND SIGNALS APPEARED MOMENTARILY AT 033000, 034650, 035434, AND 045832. AT 053300 TIME AND SIGNALS AGAIN APPEARED WITH APPARENT NORMAL OPERATION. THIS LASTED UNTIL 065500, AND AT 81:631 THE UNIT AGAIN FAILED, ALTHOUGH AS IN THE PREVIOUS INSTANCE, IT WAS MOVING TAPE SLOWLY.

5. SOME UNKNOWN PERIOD OF TIME LATER THE UNIT STOPPED COMPLETELY, PROBABLY DUE TO EXCESSIVE MOISTURE ACCUMULATION DURING DESCENT OF THE AIRCRAFT JUST PRIOR TO LANDING. WHEN THE RECORDER WAS DRIED OUT AND WARMED UP, OPERATION ON THE BENCH WAS NORMAL. WHEN THE 10 AMP HEATER CIRCUIT FUSE WAS REPLACED, OPERATION OF THE HEATERS WAS NORMAL. (IT IS NECESSARY TO JUMPER THE THERMOSTATS IN ORDER TO PERFORM THIS TEST, AS THERE IS NO MEANS AVAILABLE TO TEST SPECIFIC FUNCTIONING OF THE THERMOSTAT)

6. CURRENT DRAIN IN THE HEATER CIRCUIT IS ABOUT 6 AMPS. EXACT REASON FOR FUSE FAILURE IS UNKNOWN, ALTHOUGH IT CAN BE ATTRIBUTED TO GRADUAL EVAPORATION OF THE FUSE ELEMENT BECAUSE OF TIME IN SERVICE. (THIS SAME RECORDER WAS FLOWN DOWN DURING THE FERRY OF THE AIRCRAFT TO [REDACTED]. 25X1A2g

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